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	INT	PRMATION	REPOR	00 1131	(1A2G					
COUNTRY	Czechoslovakia	e.		DATE DISTR.		. 1949				
SUBJECT	Nolesovice Plant	in Prague	NO. OF PAGES	3						
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1.	Designation of	olant:								
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	prumyslu n.p. 18 (previous design	avod Holesovic	e. PRAHA 1	VII, zavetri 5	<b>L</b> 1					
		-			1					
2.	Acting manager:	eer PLSEK 45; Engineer Nov	74K. 50							
	"eads of product Chairman of work	ion: MUZIK. 3	5 and PAT	NSKY 40 50						
35	Personnel: About 850 workers and employees, working two									
4,	Factory militia:	40 men.								
5.	Power supply: Power supply:	rom the PRAGU	E network,	HOLESOVICE power	e <b>r</b>					
5Χ1 · εξ	Factory sections	12								
}	a liachine shor	: Foreman IN	DRACEK 27	,						
(C)	Abou	t 80 workers s new hosty l two special	other fir	re light lathes, thousand the holders, ten po	five ert-					
100	CHESTADEAES WHEEL	One heating to	handed amage	nding machine (T	_					
	rake), one speci	cy about 0.00	grinding m 04 in.	achine for fineb	oring,					
	Servicing in	ishing shop:		,						
Change Declay Ss. Ch.	Sachinery: Thre	e German pivo	t grinding	machines, degre	·3					
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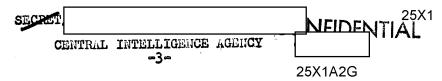
of accuracy about 0.00004 in.

- d. Checking: Chief: KULHANEK, 60 Personnel: Twelve workers
- e. <u>Developmental section:</u> Chief: CIZEK, 23
  Personnel: 20 workers
  Lanufacture of samples and preparation of series production.
- C. Assembling shop: Chief:SIMUNEK, 27 Personnel: 35 workers
- g. Nickeling: One worker.
- h. Lacquering: Three workers.
- i. Fitter's shop: Foremen PRUSA, 55
- k. Automatic piloting section: Chlef: Engineer MARKEZ Personnel: Two engineers and twelve workers.
- 1. Laboratory: Three employees
- m. Repair shot: Foreman KOBYLKA, 35 Personnel: Eight workers.
- 7. Production: Manufacture is limited to production of the listed aircraft accessories.

## a. Altimeters:

About one writ a day, most of which was delivered to the OTROMOVICE aircraft factory for installation in sport aircraft of the "2lin 22" type. However, it was possible to install them in planes of any type. Production of altimeters had been stopped for some time as the plant had to supply parachute closings for the SU.

- b. Propeller revolution counters: For any aircraft of German make. These revolution counters were mostly supplied to KPELY for reconditioned aircraft of German origin.
- c. Speedometers: Two designs, for sport planes up to about 310 miles, for fighters up to about 680 miles.
- d. Compasses:
- (1) Wrist type, exported to the Netherlands; a large quantity of these was shipped to MILANO in April 1949.
- (2) Aircraft type, maximum production one compass a month; these typesare subject to a long test period. They were picked up by soldiers stationed in KBELY who trucked them on special padded cars.
- e. Curve meters: About 200 curve meters a month for aircraft of any make. These instruments were shipped to KBELY.
- f. Position indicators: For the landing gear (the device indicates whether the landing gear is let down); about 30 indicators were manufactured monthly: they were to be installed in sport aircraft and were supplied to OTHOKOVICE and to Mraz in CHOCEM (SOKOL sport planes).



developed or tested. It was forbidden to enter this special workshop, which was kept dustproof through special devices. The factory management had resolved to present the Republic with an automatic pilot on the occasion of the 9th Party Day and, to this end, the personnel worked overtime.

h. Parachute closings: 30,000 closings were ordered by the Soviet Union which were shipped from the plant to a leathergoods factory in HOLESOVICE for further work.

1.	hepairs	of	apparatuses	taken	from	German	wrecks	for	
KBE	<u></u>								

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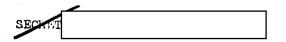
- k. Aircraft instruments are frequently repaired on the spot to avoid dismantling and shipping to the factory.
- 1. Production was slowed by shortness of plexiglass, aluminum, and duralumin. Manufacture of revolution counters had been stopped because of shortage of aluminum in March 1949.
- 8. The HOLESOVICE plant had not been concerned with the Two Year Plan nor is it subject to the Five Year Plan because, and to the developmental work, it was not possible to fix the rates of production.
- 9. Two senior Soviet engineers in civilian clothing were at the plant in September and October 1948. They went through the workshops and allegedly designed some plans.

## Comment:

25X1A6A a.

- a. This plant of the nationalized PAL Trust (former designation "V.HODEK") manufactured aircraft equipment prior to the war. It is a minor factory producing aircraft equipment and electrical instruments.
- b. The most important air equipment factory of Czechoslovakia is situated in PRAGUE-MODRANY. Its former designation was Vinopal Brothers. Gyroscopes and parts for the three-axles steering device had also been manufactured there.

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